

gone into that room without my noticing him, for I was busy about engine. During the whole time I fired to Carter on engine U 284 I never knew the engine nor tender-brake go wrong. Carter never mentioned, until after Rakaia accident, anything about the brakes on U 284 being wrong. After the Rakaia accident, same night, he remarked to me to the effect that the brakes did not hold as well as he expected. I judged him to mean that the rails and wheels were slimy, not that any portion of the brake-gear had failed. So far as I know, no portion of the brake-gear did fail during the whole time I was firing on U 284. The brake-gear was in good working-order on the 4th January, when we went to Ashburton and back, and subsequently up to Addington shops. Carter certainly did not say anything to me that day about the brakes being wrong. I know that the tender air-brake was in good working-order that day, because it was applied by Carter at Addington shops after our arrival there, and it went on without any difficulty, as far as I could judge. So far as I saw, Carter did not point out to Mr. Beattie any defect about the brakes. Mr. Beattie came up to the engine after it arrived at shops. Mr. Felton was with Mr. Beattie. They together looked around the engine and tender at a great many things, and, I think, were arranging about the alterations to the cab.

Addington, 28th August, 1899.

F. D. MATHER.

Witness to signature—A. L. Beattie, Locomotive Engineer. 28/8/99.

BENJAMIN FIRTH stated: I am a leading fitter at Addington workshops. I recollect engine U 284 coming to shops on 4th January, 1889, to my pit. I am positive that nothing was said to me about any fault in the brake. During the time engine was in the shops on my pit all the brake-gear was carefully examined, and everything found to be in good working-order on both engine and tender. No repairs were required to the brakes.

Addington, 29th August, 1899.

B. FIRTH.

Witness to signature—A. L. Beattie, Locomotive Engineer.

SYDNEY P. EVANS stated: I am workshop foreman at Addington, and am in charge of engine fitting and erecting shop. I recollect engine U 284 coming to Addington shops on the 4th January, 1899. I saw Engineman Carter on engine. I saw Mr. Beattie and Mr. Felton together at this engine. They were discussing the alterations to cab, &c., and arranging with me for the work to be done. Nothing whatever was said about brake being out of order: I am positive on that point. I did not see Mr. Beattie trying the brake. In the ordinary course the brake was examined while engine No. 284 was in shops, and everything found to be in good working-order; no part of the brake required any repair.

Addington, 29th August, 1899.

SYDNEY P. EVANS.

Witness to signature—A. L. Beattie, Locomotive Engineer. 29/8/99.

T. W. FELTON stated: I am workshops manager, Addington. I recollect engine U 284 coming to Addington workshops on the 4th January, 1899. On afternoon of 4th January, before the arrival of this engine at shops, Mr. Beattie and I were together in the blacksmith's shop, and on learning that the engine had arrived we went together to it, when certain alterations to cab, &c., were arranged. I am positive Carter did not report to me anything wrong with the brake, nor did I hear him say anything about the brake to any one else. I did not see Carter in conversation with Mr. Beattie; had there been any conversation, or trial of brake, I should have been bound to see same.

29th August, 1899.

T. W. FELTON.

SIR,—

28th August, 1899.

I have to report for your information that I ran the above train with engine U 284, and the brakes acted well, and were in good working-order on that date. I had no trouble with them in any way.

Yours, &c.,

The Locomotive Foreman, Christchurch.

C. MARSHALL, Driver.

NOTE.—This is the same engine which Carter ran next day—viz., 4th January—and took to Addington shops on 4th January, on which date he alleges the tender-brake would not act.—A. L. BEATTIE, Locomotive Engineer. 29/8/99.

T. E. Donne, Railways, Waipukurau.

30th August, 1899.

LET Jones attend at this office for examination.

T. RONAYNE.

General Manager, Railways, Wellington.

IF I must personally examine Jones, will it do if statement sent you 9 a.m. Monday, otherwise I must return specially? If approved, Mr. Robieson could examine him at Wellington to-morrow morning, and let you have statement at once. Please reply to Waipukurau.

T. E. DONNE, District Traffic Manager.

The District Traffic Manager, Wellington.

30th August, 1899.

*Ex-Driver Carter's Petition against his Dismissal.*—Carter has stated before the Railways Committee of the House of Representatives that it has been the practice in the Canterbury District for guards to arrange with the Stationmasters to book false time, so as to make it appear that the speed of trains between stations was less than was actually the case, and that the sheets have often been